

H. E. Nesch

PACIFIC FRUIT EXPRESS COMPANY

December News Letter

gko

San Francisco, December 19, 1955

ALL P.F.E. EMPLOYEES:

P.F.E. Loadings

	<u>1955</u>			<u>1945</u>		
	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>	<u>PFE Cars</u>	<u>Foreigns</u>	<u>Total</u>
November	28,366	2,804	31,170	26,963	2,429	29,392
Jan.-Nov.	325,037	37,995	363,032	332,551	35,105	367,656

CAR SITUATION:

While car supplies in principal loading districts are adequate for current requirements, the situation generally with respect to reserve supplies is not as comfortable as it should be at this season of the year when bad weather conditions could seriously affect the return of PFEs from the East. It has been necessary to withdraw all cars from eastern foreign line service and concentrate on the westward empty movement to our contract lines. This policy will continue until a safe reserve is accumulated in the heavy loading areas in Idaho and the Southwest.

CROP CONDITIONS

SOUTHERN PACIFIC - Western Territory:

In Oregon movement of potatoes from storage in the Klamath Basin during December will be at normal season volume. Onion shipments from the Willamette Valley will be light. Frozen food and canned goods movement will be at seasonal normal.

In Northern California grape shipments from storage will be tapering off toward the end of December. Citrus movement from the Porterville District will be below normal due to the lighter crop and later season. Other commodities consisting mostly of canned goods, wine and frozen food will be in normal seasonal volume.

Southwestern District: Lettuce movement from Salt River Valley is almost completed. Shipments from Yuma are at peak volume and will be tapering off toward the end of the month. Imperial Valley will increase gradually through December, reaching peak volume during January. Vegetable movement from the West Coast of Mexico will be light due to late season, however, volume should pick up during the latter part of December. Movement of citrus and other vegetables will be in normal seasonal volume.

In Texas adverse weather conditions have tended to retard vegetable shipments from most sections.

UNION PACIFIC - IDAHO

The potato movement has been consistently heavy since mid-November. With heavy storage supplies the movement is expected to continue in good volume after the usual holiday lull.

December 19, 1955

San Francisco, December 19, 1955

ALL P.T.E. EMPLOYEES:

P.T.E. Loadings

1955		1954	
P.T.E. Cars	Foreign Total	P.T.E. Cars	Foreign Total
November	28,300	28,300	28,300
Jan.-Nov.	325,037	325,037	325,037

CAN SITUATION:

While car supplies in principal loading districts are adequate for current requirements, the situation generally with respect to reserve supplies is not as comfortable as it should be at this season of the year when bad weather conditions could seriously affect the return of fruit from the East. It has been necessary to withdraw all cars from eastern foreign line service and concentrate on the westward empty movement to our contract lines. This policy will continue until a safe reserve is accumulated in the heavy loading areas in Idaho and the Southwest.

CROP CONDITIONS

SOUTHERN PACIFIC - Western Territory:

In Oregon movement of potatoes from storage in the Klamath Basin during December will be at normal season volume. Onion shipments from the Willamette Valley will be light. Frozen food and canned goods movement will be at seasonal normal.

In Northern California grape shipments from storage will be tapering off toward the end of December. Citrus movement from the Porterville District will be below normal due to the lighter crop and later season. Other commodities consisting mostly of canned goods, wine and frozen food will be in normal seasonal volume.

Southwestern District: Lettuce movement from Salt River Valley is almost completed. Shipments from Yuma are at peak volume and will be tapering off toward the end of the month. Imperial Valley will increase gradually through December, reaching peak volume during January. Vegetable movement from the West Coast of Mexico will be light due to late season, however, volume should pick up during the latter part of December. Movement of citrus and other vegetables will be in normal seasonal volume.

In Texas adverse weather conditions have tended to retard vegetable shipments from most sections.

UNION PACIFIC - IDAHO

The potato movement has been consistently heavy since mid-November. With heavy storage supplies the movement is expected to continue in good volume after the usual holiday lull.

In the Northwest, movements have been in normal season volume, consisting principally of pears, apples, frozen foods and canned goods.

Eastern District: The Nebraska and eastern Wyoming potatoes are moving in light but steady volume.

- - - - -

The newspapers have carried accounts of our latest car order - 1800 ice bunker "standards"; and 200 mechanically refrigerated 50-foot cars to bring our total to 712 mechanicals capable of providing zero temperatures. This total figure, of course, includes 175 super-insulated ice bunker cars already marked up for conversion to mechanicals.

These 200 cars will be essentially the same as the last mechanical cars built, with the following exceptions:

The specific type (or manufacture) of mechanical units has not been determined.

Cars will have 5" additional outside height. With some redesigning this will provide an additional 7" inside, making inside height 7'10" instead of the former 7'3".

6-foot doors will be provided.

Rolin journal lubricators will replace the usual waste lubrication.

The new "standard" cars will retain the same dimensions. Principal modifications from previous designs are as follows:

1700 will have 6-foot 2-piece doors incorporating one 2' swinging section and one 4' sliding section.

100 will have 8-foot doors installed experimentally, using one 2' hinged section and one 6' sliding section. The wider door is desirable particularly for the shipper of canned goods and other semi-perishable or dead freight frequently loaded on pallets and handled by lift trucks. It is hoped thereby to secure more return loading, reducing empty movement, and also to find more loading for them during periods of light perishable loading.

Insulation will be increased to 6" in sides, ends, roofs and floors.

Convertible bulkheads will be included to improve the car's desirability for canned goods and other semi-perishable loading.

Heavy tongue-and-groove lining will be used.

A heavier and considerably reinforced underframe will also be used.

Rolin lubricators will replace the usual lubrication by cotton waste.

- - - - -

Inquiry has come to us concerning the source of P.F.E. revenues. Probably this can be answered best by listing the proportions of actual earnings for 1954:

In the Northwest, movements have been in normal season volume, consisting principally of pears, apples, frozen foods and canned goods. Eastern District: The Nebraska and eastern Wyoming potatoes are moving in light but steady volume.

The newspapers have carried accounts of our latest car order - 1800 ice bunker "standards"; and 200 mechanically refrigerated foot cars to bring our total to 712 mechanicals capable of providing zero temperatures. This total figure, of course, includes 175 super-insulated ice bunker cars already marked up for conversion to mechanicals.

These 200 cars will be essentially the same as the last mechanical cars built, with the following exceptions:

The specific type (or manufacture) of mechanical units has not been determined. Cars will have 5" additional outside height. With some redesigning this will provide an additional 7" inside, making inside height 7'10" instead of the former 7'3". 6-foot doors will be provided. Rollin Journal lubricators will replace the usual waste lubrication.

The new "standard" cars will retain the same dimensions. Principal modifications from previous designs are as follows:

1700 will have 6-foot 2-piece doors incorporating one 2' swinging section and one 4' sliding section. 100 will have 8-foot doors installed experimentally, using one 2' hinged section and one 6' sliding section. The wider door is desirable particularly for the shipment of canned goods and other semi-perishable or dead freight frequently loaded on pallets and handled by lift trucks. It is hoped thereby to secure more return loading, reducing empty movement, and also to find more loading for them during periods of light perishable loading.

Insulation will be increased to 6" in sides, ends, roofs and floors. Convertible bulkheads will be included to improve the car's flexibility for canned goods and other semi-perishable loadings. Heavy tongue-and-groove lining will be used. A heavier and considerably reinforced underframe will also be used. Rollin lubricators will replace the usual lubrication by cotton waste.

Industry has come to us concerning the source of P.F.E. revenues. Probably this can be answered best by listing the proportions of actual earnings for 1934:

Car Mileage - @ 4¢ per mile	78.51%	79%
Refrigeration	19.95%	20%
Heater service	.43%	1%
Miscellaneous	1.11%	
Total	100.00%	

From the above it is not difficult to understand the importance of keeping our cars moving and earning revenue. You have done a fine job in this respect, and we know we can count on everyone to continue the excellent past performance.

From Mr. O. I. Larsen comes the thought that "A man could retire nicely in his old age if he could dispose of his experience for what it cost him."

My sincere good wishes to each of you for happiness, good health, and safe employment during the coming year.

K. V. Plummer

Can. Mfg. - 6 44 per mile

19.95

111.1

1911, V. 11.